**HIP Front Cover**

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| **HIP Version** | **Submitted by (Name)** | | **HIP Date** | | **Record Of Meeting Dates with KCC Virtual or Face to Face** | | | | **Please list below the funding Opportunities/Sources for HIP initiatives/Measures** | | | |
| **5** | **Louise Goldsmith** | | **18.01.2023** | | **18.01.2023 (virtual)**  **11.05.2023 (on site)** | | | | **County Member, Parish Precept Donation, LTP bid** | | | |
| **Are you an active member of the Speed Watch Scheme?** | | | | **Yes**  **No** | | | **Are you an active member of the Lorry Watch Scheme?** | | | | | **Yes**  **No** |
| **Name of HIP Representative** | | **Louise Goldsmith** | | | | **Contact Telephone Number** | | **01892 837524**  **07508 882810** | | **Email Address** | **clerk@capel-pc.org.uk** | |
| **Name of Clerk** | | **Louise Goldsmith** | | | | **Contact Telephone Number** | | **01892 837524**  **07508 882810** | | **Email Address** | **clerk@capel-pc.org.uk** | |
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| **KCC Project Manager Name** | | **West Kent Highway Improvement Team** | | | | **Contact Telephone Number** | | **03000 418181** | | **Email Address** | **west.highwayimprovements@kent.gov.uk** | |

* **Please note the Priority column MUST be those issues which are regarded as the most important (No 1 being your highest priority, then filtering down) KCC is unable to guarantee that all your requests will be deliverable, but Project Managers can investigate your top 1 or 2 priorities per year.**

**Live Priorities Record**

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| ***Priority*** | **Location** | **Problem/Concern** | **What do you feel are the potential solutions?** | **KCC Comments (This column is to be completed by Project Manager ONLY)** |
| 1. | West and East entrances to Five Oak Green. B2017 Five Oak Green Road | Speed and volume of traffic. | Implementation of chicane features to slow vehicles on entry to the village, including the necessary signage;  Dropped kerb, tactile paving crossing implemented on chicane to the east of Sychem Lane to provide a formal crossing location;  Enhanced signage, clearly outlining the speed limit within the village;  The provision of red surfacing to reinforce the sign posted speed limit;  The provision of a low kerb line to delineate the parking area within the vicinity of the Post Office, narrowing the main carriageway in this location to promote a lower speed environment;  Declassification of the B2017 | **Pre-2023** - No traffic calming because this road is a B Road – before we consider any improvements here, we would advise an ATCs to be carried out before any type of engineering is looked into for the concern.    ATC    Whetsted Road  Falmouth  By school  **Email 11.07.22** - Sarah Hamilton suggesting perhaps a bend warning sign – Feedback as a whole once ATCs are back.  **18.01.23** - Parish Council has been provided with the following ATC results:  Whetsted Road – average speeds between 24-27mph (85% 29-32mph)  Five Oak Green Road (30mph) - average speeds between 32-33mph (85% 38/39mph)  Parish Council has concerns regarding the number of near misses and children being hit. There are no/ narrow footways along Whetsted bridge to Five Oak Green jct with Oak Road.  Main concern is around the Whetsted Road jct with Five Oak Green Road, towards Primary School, due to speeding and rat running from Five Oak Green.  ET to look into the possibility of installing chicanes and to review the report from 2018 identifying possible safety measures.  The Parish is looking to get some section 106 money so needs an improvement scheme to assist with funding.  **01.02.23** - With regard to installing physical traffic calming, this is not possible. It is not appropriate on A or B class roads (or those classified as direct distributors), as these are routes that the emergency services would expect to be kept clear and would also have, by definition, high flows of buses and commercial vehicles. They should be accessible by all modes of transport to ensure they can reach their destination without using alternative routes that may be less suitable.  The Parish Council highlighted the chicanes on the A25, High Street through Brastead, however these predate 2008 and likely our agreement with the emergency services. They would not be installed under today’s guidelines.    It is noted on pg 13 of the Strategy for Five Oak Green that it states: *The B2017, which runs through the centre of Five Oak Green, has a ‘B’ road classification. As a result of this, and in accordance with KCC guidance, no vertical deflections (e.g. speed humps or raised tables) can be implemented on this road. Given the above, horizontal deflections in the form of chicanes are considered to be the most appropriate solution*.  However, there is no differentiation between vertical and horizontal deflections as horizontal deflections sill impede drivers and we would not install these on A or B roads.  The trigger point to highlight a speeding problem is the average/mean speed being above the enforcement threshold. The ATC for Five Oak Green Road shows average speeds below the enforcement threshold of 35mph at 32.5mph so there is acceptable compliance with the limit.    However, ET has asked Planning & Advice (ref. 12409014) to review the independent survey provided by the Parish and provide comments on the recommendations as well as the Parish's proposed solutions. Theseinclude dropped kerb, tactile paving crossing implemented on chicane to the east of Sychem Lane to provide a formal crossing location; Enhanced signage, clearly outlining the speed limit within the village; The provision of red surfacing to reinforce the sign posted speed limit; The provision of a low kerb line to delineate the parking area within the vicinity of the Post Office, narrowing the main carriageway in this location to promote a lower speed environment; Declassification of the B2017.  **17.02.23 -** Response from Planning & Advice received as follows: The ATC shows an avg speed of 32.48 which falls within the threshold so there is in general a good compliance for the speed limit. HADMS data shows only 1 speed related damage only and no injury collisions relating to speeding. Speed limit is 30mph and there is a series of street lighting so no further 30 signs can be installed due to legislation. Red surfacing also would not be practical as there is no trend of speeding or accidents relating to the speed limit so this would not make any difference.  Kerb line around post office is fine but the lining for the parking places could be refreshed. If we lowered the kerb line, then we may find vehicles mounting the kerb causing a new safety issue for pedestrians etc. We would not look to narrow the carriageway due to there being no crash history to warrant this and any highway intervention would be deemed not necessary at this location.  In regard to the crossing point on Five Oak Green Road (east of Sychem Place), can the Parish Council advise where they would like this installed (i.e. where is the desire line and footfall; where are most people already crossing the road and what are the journey generators?) so that we can determine the best place for a crossing to be installed if possible. There are multiple drops along this stretch for driveways where users can cross, albeit no formal crossing point, so if we can determine where this is most needed, we can see if it is practical to install a crossing point. *(03.04.23 - S278 works are being carried out outside Capel Primary school, Five Oak Green Road, junction with Church Lane which includes changes to the footway as well as two sets of dropped kerbs with tactile paving to create informal crossing points.) ET offered a site visit to discuss location of crossing in more detail 25.04.23.*  **13.03.23 -** ET suggested possible SID location along Whetsted Road and Five Oak Green Road - *see comments under Priority 2 ‘Vicinity of Capel Primary School, Five Oak Green Road, Five Oak Green’.*  **26.04.23 -** ET meeting with Capel PC 11.05.23 to discuss crossing on site.  **12.05.23 -** On site, the Parish Council and KCC discussed the possibility of installing a zebra crossing on Five Oak Green Road, near to the junction with Sychem Lane. ET is discussing with Planning & Advice w/c 15.05.23 and will update Capel PC following this.  **19.05.23 -** Enquiry raised with Planning & Advice (reference 12409353) to review and comment on the feasibility of a zebra crossing being installed on Five Oak Green Road, near to the junction with Sychem Lane. *This request is also supported by Capel Primary School.*  **16.06.23 -** Planning & Advice has completed their review of this request and they believe that it would be feasible to install a zebra crossing at this location, with the recommendation that any vegetation is cut back to ensure the full width of the footway is available for any pedestrians approaching the crossing, Street Lighting to be informed to ensure there is sufficient lighting around and on the crossing and drainage to be checked as any pooling of water will create a hazard to pedestrians with the potential of vehicles losing control or skidding. Passed to Design & Delivery to advise on next steps.  Design & Delivery confirmed that pedestrian and traffic surveys will need to be carried out in the first instance in order to calculate the ‘PV2 value’, which will determine if a zebra crossing is appropriate for this location.  **28.06.23 -** ET emailed Parish Council to confirm that they are happy for KCC to arrange the necessary surveys at the location previously agreed:  Inserting image...  **29.06.23 -** The Parish Council confirmed the location for the ATC and Ped survey, and a request has been sent to the survey company. ET to update the Parish Council when dates for the surveys have been arranged.  **30.06.23 -** ATC and Ped surveys have been arranged to start from 8 July. The £1080 cost for these surveys will be funded by KCC. Parish Council informed.  **31.07.23 -** ATC and Ped survey results have been received (outlined below) and these have been shared with the Parish Council and Planning & Advice (under the original reference 12409353) for comment.  Speed survey:  East – av. speed 31mph (85% 36.1mph)  West – av. Speed 31.8mph (85% 36.6mph)  Ped survey (total across 7 days):  Eastbound - 274 pedestrians  Westbound - 242 pedestrians  **25.08.23 -** Planning & Advice (P&A) have completed their review of the suitability of this location for a zebra crossing which includes calculating the PV2. This is used as part of all crossing assessments and assesses the level of conflict between pedestrian (P) and vehicles (V) at a given location. This PV2 at this location is 4,720,641 (needs to be over 100,000,000).    P&A went one step further and conducted what is called a ADPV2. This is a more recent modification to the PV2 formula which takes into account the number of Accidents (A) over the last three years and the difficulty (D) level of crossing the road at a given point:    (A) - Recent pedestrian injury collisions over the last three years – none at this location  (D) – Difficulty crossing at said location which is influenced by its road width, speed of traffic and number of lanes being crossed and is calculated as a comparison with the standard 7.3m urban 30mph road.    ADPV2 = 3,351,655 (needs to be over 20,000,000 for a crossing to be justified).    With the above in mind there currently is not a requirement for a crossing at this location.    However, following a site visit on 04.08.23 to look at potential alternative options, we would be happy to consider a system of traffic calming (minimum of two) in the form of chicanes/ kerb buildouts which would assist with crossing the road, in the absence of a zebra crossing, as it could be built out to the centre line with a dropped kerb and tactile paving. This would also assist with reducing traffic speeds and we could look to install one by Sychem Lane and one closer to the school.  This would be a £50k+ scheme so would either need developer contributions if the planning application for 140 houses in the field near to the school goes through or an LTP bid but ET is happy to pursue both options if this proposal is amendable to the Parish Council.  **29.08.23 -** Parish Council confirmed that they would like to move forward with the suggested scheme.  ET asked Parish Council to confirm what they think about the number and location of the chicanes proposed. Two suggested; one by Sychem Lane, near to where we looked at for the zebra crossing, and one closer to the school (pending a thorough review by Design & Delivery).  **In the meantime, this has been added to the list for LTP bidding in the Autumn. Should this scheme be successful, it will be delivered in the 2024/25 financial year. ET will let the Parish Council know the outcome of the bid later in 2023.**  **Update 03.10.23 - At the Parish Council meeting held on the 25 September 2023 Members resolved to request that KCC applies for funding from the Local Transport Plan Funding to install a system of traffic calming (minimum of two) in the form of chicanes/ kerb buildouts, with one to be by Sychem Lane, and one closer to the school. Members were in agreement that it would be beneficial to have the chicanes/kerb buildouts at each end of the village and have asked if this suggestion could also be included in the application for funding. ET to take forward.** |
| 2. | Vicinity of Capel Primary School, Five Oak Green Road, Five Oak Green | Excessive speed when approaching the school. | Painted signage on the road within vicinity of the primary school to reinforce the 30mph speed limit throughout the village. | **Pre-2023** - Advisory 20 recently installed and with roundels maybe seen as a confusion although 20 is advisory. Area not street lit. ATC to ascertain new issues if one has arisen.    Maybe upgrade signage- look at signage in this area – if this is something the Parish would prioritise.  **18.01.23** - Parish Council has been provided with the following ATC results:  Five Oak Green Road - average speeds between 32-33mph (85% 38/39mph)  Parish Council has raised concerns around speeds being quicker outside of school time due to parked cars at drop off and pick up slowing traffic down, but conversely these parked cars are causing vehicles, including HGVs, to mount the footway resulting in near misses and the death of several dogs.  The PC previously had a VAS but this was hit by a lorry and they have been told that this cannot be replaced. ET to discuss details with the team responsible around the reasons for no replacement, insurance, why the criteria has changed (not safety critical) and why the PC no longer meets the criteria.  We briefly discussed SIDs as a possible alternative solution.  **01.02.23 -** ET emailed the Traffic Operations & Technology Manager for further information, who has provided the following information:   1. The criteria for the use of such signs is that they are a last resort option after all other engineering measures have been tried. They are not statutory, not safety critical and non-enforceable. Even if a funding source is available, a full re-assessment of the site/need must be undertaken. The over-saturation of this electronic devices has undermined their overall effectiveness and is the reason the criteria changed. The two in Five Oak Green (both removed) were installed long before this and will not be automatically replaced as there is no budget for them.      1. In terms of insurance, we would seek to recover costs from a third party and this was hit by an unknown HGV. There is no possibility of any insurance claim – which would only ever be successful if we replaced the sign first (which we are unable to do as outlined above). All highway assets are not covered by insurance, so we effectively self-insure, i.e. if it gets broken, we pay from our existing budgets where funding is available, and it meets the criteria for replacement.      1. SIDs are a possibility. The Parish Council will have to provide a minimum of three locations, suggested by them and agreed by us, then be moved around by local volunteers. They can only be used in 30 mph zones and the team can liaise with the Parish directly if this of interest. These will need to be funded by the Parish Council and added to their insurance in the event of damage.   **01.03.23 -** Parish Council confirmed that they would like to pursue the installation of SIDs. ET requested locations and provided PC with criteria.  **13.03.23 -** Parish Council queried SID locations. ET suggested looking at Five Oak Green Road, Whetsted Road and Badsell Road as these are 30mph that the PC has previously raised concerns about. Once we have an indication of potential sites where speeding is of the most concern, a site review will be carried out to confirm suitability.  **20.03.23 -** ET emailed the Traffic Operations & Technology Team to request that they make contact with the Parish Council regarding moving forward with the SID scheme *(chased 25.04.23)*. Possible locations have been provided as follows but the team will advise on suitability and will be able to discuss the potential for further sites within the Parish.     1. Five Oak Green Road – location of the VAS 2. Whetsted Road – between the start of the 30mph to where the houses are set back from the road, just before the bridge. Looking at the telematics data, this is where the average speeds are the highest. We only own some of the verge along this section of road so there may be some limitations but that would be picked up as part of the site assessment. 3. Badsell Road – between the start of the 30mph, just past Capel United Church, to just before the turn off to the Village Hall. This is where the average speeds seem to be at their highest.   **28.04.23 -** Parish Council were emailed by ITS Project Manager with the outcome of their SID site review. They found only two of the identified locations to be suitable for a SID (Five Oak Green Road & Badsell Road), and a minimum of three are required. They attempted to find alternative locations within the 30mph areas but were extremely constrained in identifying suitable safe positions. Based on the locations provided, we are unable to accommodate a SID scheme for Capel.  **03.05.23 -** ET meeting with Capel PC 11.05.23 to discuss this further.  **12.05.23 -** On site, the Parish Council and KCC discussed the possibility of installing a SID on the grass verge just past Capel Primary School on Five Oak Green Road, at its junction with Church Lane. This has been passed onto the Traffic Operations & Technology Team to assess as a possible third location.  **15.05.23 -** SID location request form sent to the Parish Council to complete and return to ET, relating to Five Oak Green Road at the junction with Church Lane, to assist the Traffic Operations & Technology Team with their assessment.  **26.05.23 -** SID location request form has been completed by the Parish Council and sent to the Traffic Operations & Technology Team for their comment/ approval of the three locations proposed.  **05.07.23 -** Five Oak Green Road, nr Primary School, and Badsell Road locations have been approved for SIDs. Query re land ownership of verge at the second location on Five Oak Green Road, nr to the junction with Larkfield. ET sent an enquiry to Highway Definitions to confirm the highway boundary ref. 12409461.  **Update 05.09.23 - The Highway Definitions Team have confirmed that KCC is responsible for the verge at the second location on Five Oak Green Road, nr to the junction with Larkfield. As a result, the Traffic Operations & Technology Team are happy to proceed with the three proposed locations on Five Oak Green Road and Badsell Road.**    **ET has sent the Parish Council two quotes for the two sign types available, the MINI and the ADVANCED.**    **Parish Council to undertake an informal consultation with residents regarding the signs and locations. The Traffic Operations & Technology Team would need to be provided with a copy of the consultation plus any feedback received once the consultation has concluded *(Parish Council started the consultation process w/c 25.09.23 and hope to send the results to KCC w/c 09.10.23)*.**    **Provided that the consultation does not result in any negative feedback that can’t be overcome, and once the sign type is agreed and paid for, the order can then be placed.** |

**Live Priorities Record**

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| ***Priority*** | **Location** | **Problem/Concern** | **What do you feel are the potential solutions?** | **KCC Comments (This column is to be completed by Project Manager ONLY)** |
| 3. | Alders Road, Capel | Excessive speed. Reduce speed limit to 40mph (from 60mph) | Speed survey required and road environment assessed for suitability. KCC said they would investigate 2021/22 | **Pre 2023** - Telematic data shows speeds between 30 and 40 currently. Parish can have a 40 if the ATC data shows this to be true. Reality of this is there will be no change as driver behaviour already shows them doing the speed wanted. By changing could also change driver behaviour and this could in turn have a negative impact as we have seen on various other roads. Rural roads trial was discussed.  **18.01.23** - Parish Council has been provided with the following ATC results:  Average speeds around 35mph (85% 40/41mph).  The Parish Council have confirmed that they would still like to pursue as change of speed limit along the full length of this road as it is used as a rat run and the average speeds vary depending on the time of day. They are looking to target those that drive over 40mph currently.  Should we receive the green light from P&A (and rough cost) the PC will conduct an informal consultation.  **01.02.23 -** ET has passed to Planning & Advice for comment (ref. 12409016).  **20.03.23 -** KCC confirms that we are happy to pursue a reduction in speed limit along Alders Lane on behalf of the Parish Council. The Parish Council will need to conduct an informal consultation with residents, and share the outcome with KCC, before we proceed with the formal TRO process, at which point the fees for the TRO and design work will need to paid at a cost of ap. £3506. The final cost to deliver the scheme will be calculated as part of the design work. *(TRO and design cost updated to ap. £3856 due to increase in TRO fee – PC updated 26.05.23).*  **Update 25.05.23 -** The Parish Council has closed their consultation with residents about the speed reduction on Alders Road and have provided KCC with the report of topline results showing 111 responses with 89 (81%) being in favour and 21 objecting. ET asked for more details regarding the reason for objections.  The Parish Council confirmed that the objections were mainly on the basis that they should be getting a speed reduction on all roads, not just Alders Road. The Parish Council is happy to continue with the TRO on this basis, pending an estimate of the total scheme cost which ET is obtaining from Design & Delivery.  **The Parish Council has been provided with a rough quote of £8-10k, plus the TRO, but it has been confirmed that, at this stage, KCC would only charge the design fee. Once the Parish Council has confirmed they are happy with the quote for construction, provided as part of the design, this would then be paid, in addition to the cost of the TRO. Parish Council to confirm they are happy for an invoice to be sent for the £1068 design fee.** |

**Historical Priorities Record**

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| **No** | **Location** | **Problem/Concern** | **What do you feel are the potential solutions?** | **KCC Comments** |
| 1. | Whetsted north junction A228 | Excessive speed on A228. High number of accidents recorded. Heavy vehicles joining fast moving road. Widening of the main carriage at the junction. Redesign of junction. | CRM Scheme installed in 2019. Site has not featured on cluster site list in years following and so no funding available for any further improvements.  KCC to request vegetation is inspected along the road to improve visibility. | Discontinued – maintenance issue in regard to vegetation |
| 2. | Vicinity of Capel Primary School, Five Oak Green Road, Five Oak Green | Excessive speed when approaching the school. | Vehicle Activated Sign to provide a school warning sign from 08.30 to 09.30 and from 15.00 – 16.00, Monday to Friday.  Advisory 20mph sign installed | Installed end 2021. |
| 3. | Badsell Road | Improvement to gateway on entrance to Five Oak Green | Gateway installed 2021 and paid for by Member Grant and Parish Council | Installed end 2021 |
| 4. | Whetsted Bridge, Five Oak Green | Existing signage is largely ineffective, large number of HGV vehicles rerouting though village. Prioritise additional signage. Implementation of weight and/or length limit. | KCC installed positive signage and lining scheme in Spring 2021 to direct traffic to A228. KCC agreed to re-assess late 2021/22 | Installed – no weight limits to bridge and brought forward into 2022 HIP. |
| 5. | Junction Sychem Land/Five Oak Green Road and Ellis Close | Pedestrian crossing movements | To aid and formalise pedestrian crossing movements, a single chicane, located approximately 100 metres east of Sychem Lane proposed with a dropped kerb, tactile paving crossing facility within the village. This chicane has been chosen for crossing purposes as it is the most centrally located feature in relation to the village.  Additionally, a zebra crossing facility is proposed within the vicinity of the B2017 / Oak Road / Ellis Close crossroads to further aid pedestrian accessibility within the village. This is considered suitable with regard to the expected speed reduction within the village as a result of the chicane features, with both crossing locations provided with visibility splays of 2.4m by 43.0m in accordance with a 30mph speed limit. | Road not suitable for physical traffic calming at present as is classed as a B road and strategic route between Tonbridge and Paddock Wood.  Agreed that work to be undertaken on other measures in the HIP to see what impact this has and revisit this at another time. |
| 6. | Whetsted Bridge, Five Oak Green | It can be very difficult for long or large vehicles to use and when long or large vehicles attempt to use the bridge it nearly always ends up with damage to the bridge or a vehicle accident. This is causing safety concerns to local residents who fear a lorry could end up shedding its load or even falling itself onto the railway below. | Introduce a weight limit but also due to the tight corner on the north side of the bridge a length limit | **Pre-2023** - Check bridge for a weight limit – email structures. Is weight limit required for structural purposes. No weight limit on this bridge as discussed with Parish. Advisory ‘unsuitable for HGV’ signs have been installed.    No change. Lorry Watch given as alternative for parish to join and look into. [Freight@kent.gov.uk](mailto:Freight@kent.gov.uk)    Fiona Paine and Capel Parish Council in September 2019 after which Fiona suggested KCC would not pursue an environmental limit.    KCC installed positive signage and lining scheme in Spring 2021 to direct traffic to A228. Allow scheme to bed in and assess impact later in 21/22.  **18.01.23** - The Parish Council confirmed that there have been less reports of HGVs using the bridge due to the newly installed signage, but they still have concerns due to the age of the bridge and damage caused when HGVs ignore the signage as HGVs get stuck and have to reverse out. There is also no footway so is dangerous for pedestrians.  PC requested KCC to look into possible solutions such as making the bridge one-way (with a barriered footway on one side) or installing a length limit due to the length of lorries using the bridge and the tight corner.  **01.02.23 -** ET has emailed the Structures Team for advice regarding the length limit and has asked Planning & Advice (ref. 12409015) to look into the one-way suggestion.  **20.03.23 -** The Planning & Advice team has completed their review. See separate document titled “Planning & Advice response to Whetsted bridge, Five Oak Green, Tonbridge”.  **Update 19.04.23 - The Structures Team has confirmed that the bridge is owned by Network Rail and they are satisfied that there is no issue with standard road vehicles using the bridge. They have no concerns regarding any damage or frequency of which it occurs. The Farm manager has also confirmed that his vehicles do not go that way and the signage around his farm backs up that theory. NFA from HIT.** |
| 7. | Junction Alders Road and Colts Hill A228 | Speed and volume of traffic. | Left turn only when exiting Alders Road and no right turn into Crittenden Road (staggered crossroad). This is a CRM site. | **Pre-2023** - This has moved forward – proposal for future as development for Colt’s Hill bypass. As part of this, location will be changed to a roundabout. Louise Gordon she is principal planner. Parish didn’t like sound of plans and conversation was halted at this point.  **18.01.23** - The above scheme is part of the TWL local plan which will not be approved in the near future so the issues here will not be addressed any time soon.  **01.02.23** - ET has requested information from the wider WK HIT team to understand the background at this location and will investigate if there is anything that can be done here in the meantime as the PC believe this junction to be very dangerous and difficult to navigate.  **Update 02.02.23 - A scheme was previously considered to the widen road to put in a right turn lane, but this requires private land which is earmarked for a by-pass and a roundabout at this junction.**  **This scheme would also only be as good as enforcement and vehicles are likely to turn further down the road at inappropriate places which could be more dangerous.**  **Everything that we can do here (outside of a large costly scheme (min £500k), requiring land) has been done and we are unable to prioritise this for funding with the proposals that are part of the local plan. There is also an issue with loss of trees and the fact that the landowner would have to give up land for free, which they are unlikely to do with the possibility** **of funding from developers for the same land. NFA for HIT.** |
| 8. | Five Oak Green Road/ Alders Road |  |  | **18.01.23** - This was originally on the HIP but was removed as the PC was told that work was planned for the turning at the jct of Five Oak Green Road/ Alders Road as part of a CRM scheme.  One chevron has been installed but the PC were expecting two chevrons and white lines to be installed.  **01.02.23 -** ET has requested information from the wider WK HIT team to find out if any further works are taking place at this location.  **Update 02.02.23 - When this was originally reviewed by the team, it was explained to the Parish Council that only one chevron would be installed. In addition, and as per Chapter 5 of the Traffic Signs manual, this location does not meet the criteria for stop markings (very few places meet the criteria and stop markings must only be used in exceptional circumstances).**  **With regard to a second chevron, there is no space to install this. There is a requirement of 1.2m from the edge of the carriageway to the start of a sign when installed on a 50mph+ road so the available verge would need to be ap. 4m. There is no room at the jct. and we do not own the land here. We also need to consider the visibility for those leaving Alders Road and the driveway on the corner should a chevron be installed. NFA for HIT.** |
| 9. | Various locations throughout the parish – as above and **Badsell Road**. | Excessive speed. | Three average speed cameras in the parish. KCC meant to have sent a request to Kent & Medway Safety Camera Partnership to contact parish council | **Pre 2023** - Telematic data show speeds between 25 – 35mph. ATC to determine true speed however its within enforcement threshold so AVG speed cameras will not be accepted at this location  **Update 18.01.23** - Parish Council has been provided with the following ATC results:  Badsell Road (30mph) – average speeds 30/31mph (85% 34-37mph).  There is atight bend as you enter the village with no visibility and lack of footway. There have been near misses that have been reported to TWBC via their near miss register.  **01.02.23 -** ET has asked Planning & Advice (ref. 12409016) to consider what could be done on Badsell Road to reduce speeds and make this road safer (ET suggested possible SID location 13.03.23 - see comments under Priority 2 ‘Vicinity of Capel Primary School, Five Oak Green Road, Five Oak Green’.).  With regard to the near miss register, we have had multiple discussions with TWBC about this and have informed them that we have our own methods of communication where customers can raise concerns. We understand that TWBC wish to use the register for their own plan for what they want done on the highway, however we will only follow up on concerns raised via the normal channels (e.g. HIPs, customer enquiries, planning permission etc). If the Parish Council has the details of near misses reported to TWBC they are welcome to send these on to KCC directly.  **20.03.23 -** The Planning & Advice team has completed their review. See separate document titled “Planning & Advice response to Badsell Road”. Parish Council to confirm if they are happy to pursue the installation of a SID as a possible solution for this location.  **Update 28.04.23 - Re. SID scheme, *see comments under Priority 2 ‘Vicinity of Capel Primary School, Five Oak Green Road, Five Oak Green’.*** |